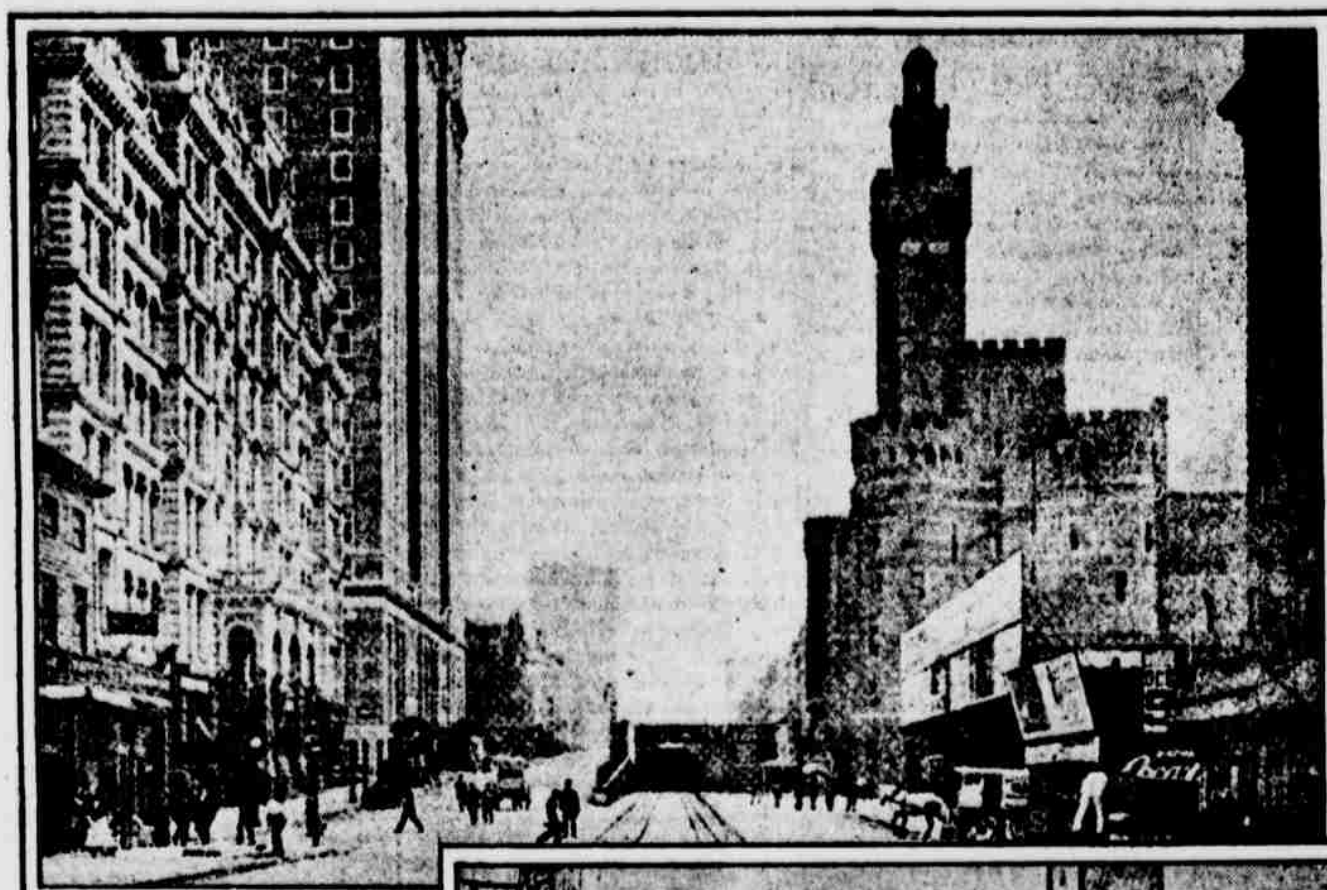


8 THE SUN, SUNDAY, SEPTEMBER 17, 1916.

# COMPROMISE PLAN FOR PARK AVENUE AND 34TH STREET GRADES TO END CONGESTION AFTER YEARS OF WRANGLING

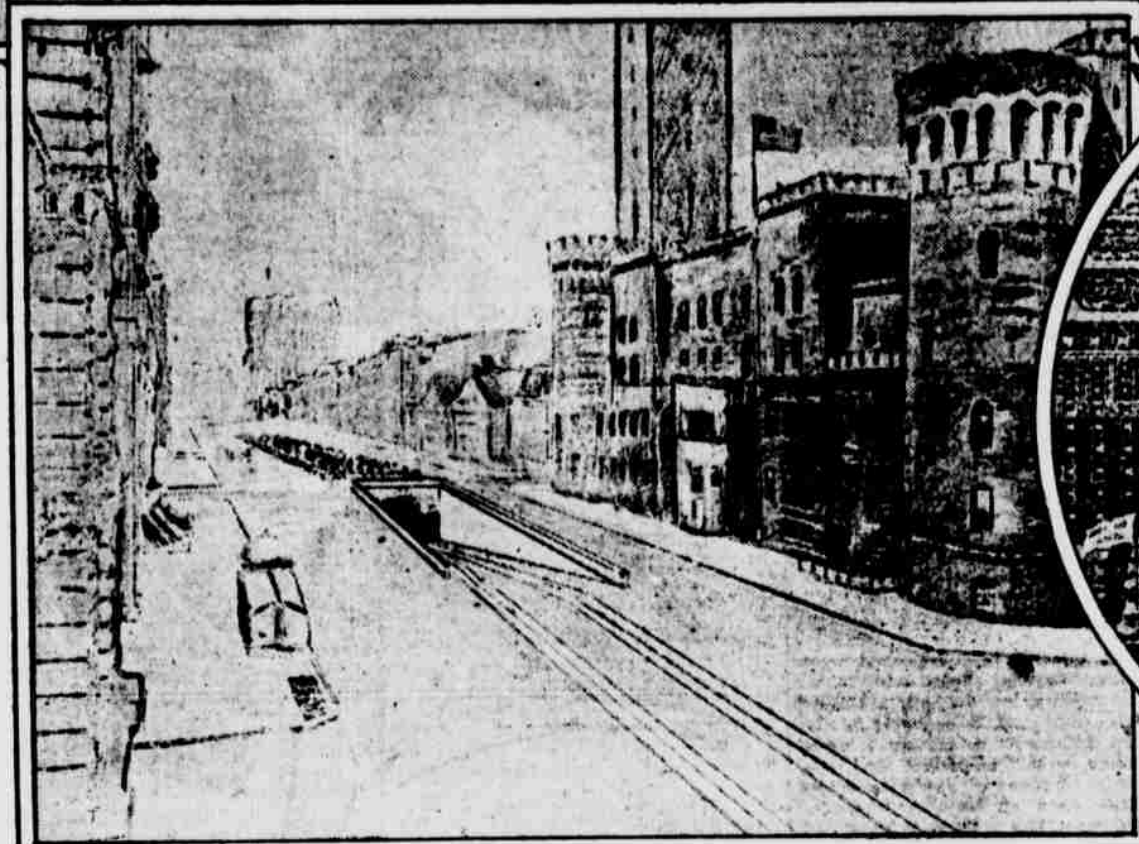


PARK AVE. and 34TH ST. INTERSECTION AS IT IS TO-DAY

Having listened for several years to all kinds of plans for relieving the congestion at the intersection of Fourth and Park avenue and Thirty-fourth street caused by the shutting of all vehicular traffic onto the narrow roadway on the westerly side of the avenue, Borough President Marks has brought all controversy to an end by approving the most simple plan offered, that of building a ramp on the east side of Fourth avenue corresponding to the one on the other side. The cost of the proposed improvement will be but \$136,000 as against as high as \$450,000 to carry out other plans proposed. The accepted plan too will not disturb any of the buildings in the vicinity, while other plans proposed would have made alterations necessary at considerable expense.

The Local Board of the Murray Hill district, of which the Borough President is chairman and Aldermen Curran, Carroll and Cardant are members, has adopted the simple plan, which means that it will be executed without loss of time.

It provides for an additional ramp on the east side of Park avenue between Thirty-second and Thirty-fourth streets, which will require the relocation of the subway kiosk on the northeast corner of Thirty-third street and Fourth avenue. It will allow for the opening of Thirty-



ACCEPTED PLAN FOR CHANGE OF GRADE, PARK AVE, 33rd & 34th STREETS

third street to cross town traffic by raising the entire roadway of Fourth avenue from Thirty-second to Thirty-third street to the present elevation of the avenue on the west side of Thirty-third street. From Thirty-third to Thirty-fourth street the present easterly roadway will be raised so that vehicular

Borough President Marks Announces Agreement of All Interests to Building of Ramp on East Side of the Avenue--To Cost Only \$136,000--Part of Plan to Take Traffic From Fifth Avenue--Fourth and Park Avenues to Be Through Street From Madison Square to Harlem



WM. BARCLAY PARSON'S PLAN FOR THE IMPROVEMENT WHICH HAS BEEN CLOSELY FOLLOWED

present surface of Thirty-fourth street.

To accomplish this the elevation of the easterly roadway at Thirty-third street will be raised approximately six and one-half feet. The elevation of the roadway just south of Thirty-fourth street will be approximately fourteen feet. This will provide means of separating north and south bound traffic between Thirty-third and Thirty-fourth streets, so that the westerly roadway will be utilized only for south bound traffic. The Fourth and Madison avenue cars will descend and ascend by means of a 7 per cent. grade from and to a point about eighty-seven feet north of the north curb line of Thirty-third street, into and from the present tunnel under Thirty-fourth street. Passengers will transfer between the Thirty-fourth street line and the line at a point about ninety feet north of Thirty-third street at grade, the present stairs at Thirty-fourth street being eliminated under the new plan. The present retaining wall will be shortened in its length so that its southern limit will be about eighty-seven feet north of the north curb line of Thirty-third street.

No change whatever is made in the grade of the westerly roadway of Fourth avenue north of Thirty-fourth street itself. In Thirty-third street a change of grade is created commencing from a point about 300 feet east of the easterly curb line of Fourth avenue, running west and reaching the point of greatest change at Fourth avenue, which is approximately six and one-half feet.

By means of this change there will be established through traffic on Thirty-third street from Lexington avenue to Madison avenue without the detouring that exists at present at Fourth avenue. In connection with this improvement provision has been made for the widening of the easterly sidewalk of Park avenue between Thirty-third and Thirty-fourth streets to sixteen feet. The roadway width between Thirty-third and Thirty-fourth streets on the westerly side will be thirty-four feet. That on the easterly side will be twenty-four feet.

When President Marks took office he found the property owners of the neighborhood hopelessly divided as to the plan for this improvement. The Murray Hill people advocated the "Parson's" plan, which contemplated the preservation of grades and was based on a protection against the invasion of the Murray Hill district by business interests. The other plan, known as the "Collis" plan, contemplated the raising of the grade of the roadway and the street so that the traffic would cross at grade instead of over a bridge.

In order to gain the maximum advantage from this improvement, the proposed also to build a viaduct for traffic from Park avenue to Lexington avenue and landing at the upper level of the viaduct. This would enable automobiles to go up the hill to the easterly side of the viaduct, drive around it and enter the city. It would remove a considerable amount of traffic from the congested at Forty-second and Park avenue and at Forty-second and Lexington avenue, and would also remove a considerable amount of traffic from the congested at Forty-second and Lexington avenue, and would also remove a considerable amount of traffic from the congested at Forty-second and Lexington avenue.

## SUBWAY BUILDERS UNCOVER OLD MARSH

Lower West Side Bog, Covered Century Ago, Offers Many Obstacles.

During the excavation on a downtown section of the Seventh avenue subway an old marsh, long since hidden from sight by streets and buildings, was uncovered by the contractor's men. The marsh lay beneath a covering of sand and clay of varying depths with which it had been filled in the greater part of a century ago to make way for the northward march of the city.

A. J. Connelly, assistant engineer, tells of it in the Public Service Record. This marsh, with its underlying stratum of bog extended from a point about midway between Reade and Duane streets northward to the center of the block between Franklin and North Moore streets. The first indication of this material was found on the block between Leonard and Franklin streets on the sites of the Harron, Duval and Lawrence buildings, which were razed to permit the widened Varick street to proceed southward to a junction with West Broadway at Leonard street.

Early in August, 1914, several pits were started between Leonard and Franklin streets for the purpose of developing the position of ground water and to determine as far as possible the nature of the material likely to be encountered during the general excavation for the subway. Water was found in these pits at about elevation 101.00. It was at first thought that this elevation was artificial, as the houses, which the contractor in order to comply with the city ordinance had used considerable water to spray the building materials as they were being removed. As the pits were started soon after the building razing contractor had completed his work, it appears as though the water used by this contractor had saturated the material and had not had sufficient time to run off.

This theory was somewhat strengthened by the fact that the subway contractor had in April, 1914, sunk a pit just south of Reade street on the west side of West Broadway. This pit was excavated from a surface elevation about 119 down to elevation 84.5 (a foot below sub-grade at this point) without encountering water. As the pits at Leonard street were at a greater distance from the North River than the one at Reade street no trouble was anticipated with water, as none had been with at the latter location. Further excavation of the pits north of Leonard street, however, disclosed a restraining stratum of bog. As the excavation in the pits progressed and after the bog had been perforated the water previously not with ran off and during the excavation of the pits only such water had to be contained with as came in at about the elevation of the bog. The most southerly pit at which the bog was met with was in the underpinning pit at the northerly end of 120 West Broadway.

In street the larger of these roots were broken up by the use of small charges of dynamite. Of the tree roots and trunks uncovered the largest was about 24 feet long, 4.5 feet across root, 3 feet at bottom of trunk and about 2 feet at the end of trunk. A map of southern Manhattan Island by Townsend Maceoun, dated 1783, showed marsh land over an area extending just south of Duane street and extending northward to Spring street, and from Mulberry street westward to the North River. A topographical map of the city of New York prepared by E. L. Viele and dated 1874 shows a condition similar to that shown on the map of Townsend Maceoun.

During the progress of excavation of building and elevated column underpinning pits readings were taken on the top and bottom of the bog. The position of the bog was also taken where encountered in open cut.

These readings have been assembled.

A study of the profile shows that the southerly limit of bog, as found from field measurements, agrees quite closely with the position of bog as indicated on the maps mentioned above. In some parts of the Franklin street subway station the position of the bog was such that the subgrade of the tunnel structure would rest upon it. The contractor was ordered to excavate the bog material at these points, and the spaces were filled in small layers with sand well tamped.

### CANNOT APPEAL OLD ORDERS.

Board of Appeals Makes Ruling in Regard to Aggrieved Owners.

To correct a false impression that prevails in the minds of the public generally with regard to the operation of the Lockwood-Elmhurst bill, passed by the last Legislature, the Board of Standards and Appeals, at its meeting on

Thursday, adopted a resolution defining the authority of the board of appeals to hear appeals from orders given or decisions rendered prior to October 1 by a superintendent of buildings or the Fire Commissioner.

After reciting the provisions of the law on which the judgment is based the resolution goes on to say that it is the opinion of the Board of Standards and Appeals that the board of appeals has no authority to hear any appeals from an order or requirement issued prior to October 1, or from a decision or determination rendered prior to October 1, and that orders, requirements, decisions or determinations pending prior to October 1, if not complied with, can be rescinded or amended only by the same authority that issued the order.

In the opinion of the Board of Standards and Appeals only ordinary justice would be granted by extending the right of appeal accorded to the public after October 1 to appeals from orders and re-

quirements issued and decisions and determinations rendered by a superintendent of buildings within ten days previous to October 1, or by the Fire Commissioner within twenty days previous to October 1.

### TENNIS COURTS FOR NEW HOTEL.

New Structure on Vanderbilt Avenue to Have Novel Attraction.

Do not be surprised if a few months from now, while reading over Manhattan apartment hotel advertisements, you run across one of a house which will offer tennis courts on the premises, in addition to the usual features. In the

Bronx and in Brooklyn apartment house builders have utilized vacant back lots temporarily for tennis courts for tenants, but it remained for George Backer to plan a hotel in the heart of busy Manhattan Island where tennis will be a permanent feature. When he erects his great hotel on New York Central Railroad property, north of Grand Central Station, Mr. Backer will use the bed of Vanderbilt avenue, which is to be extended to Fifty-fifth street, as recreation space for his patrons. There will be a wide lobby along the entire length of the building on Vanderbilt avenue, where people may watch the players on the tennis courts.

### BUILD HOMES NEAR THE OCEAN.

The Neponsit Realty Company reports splendid demand for property at Neponsit, its home development on the Rockaway coast. The company has sold to E. W. Brundage a plot on Ontario street on which he is building a house costing

\$5,000. To Alexander O. Burnham a plot on Huron street on which he will build a house costing \$4,500. To the Messrs. A. and E. Dabour a plot on the corner of Huron street and Washington avenue, adjoining their home on which they will erect a house costing \$4,500 for investment. To Mrs. E. B. Allen a plot on Semholle street on which she is erecting a house costing \$3,000. To Michael B. Mayne a house on a plot on Semholle street costing \$2,100. To James C. Bradford a plot on Huron street, to Charles B. Cottrill a plot on Huron street, to John Bing plot on Huron street on which he will erect a house to cost \$2,000. To R. P. Drake, Jr., plot on Dakota street on which he will build, to Mrs. A. F. Labor a plot on the corner of Haystack avenue and Adirondack Boulevard on which she is erecting a house costing \$6,000. To Mrs. Anna Blakelock a plot on Adirondack Boulevard on which she intends to build.

### SIXTH AVE. TRAINS KILL BIG LEASE

Noise Too Distracting for Clerks, So Deal for Big Store Is Abandoned.

A concern of national reputation, planning a large electrical business, has decided to locate on Sixth avenue, it is claimed, the leasing of the big store, which was to be a big store, has been abandoned.

The concern is now seeking another location not far from the Sixth avenue premises, where a big store is to be erected for it on a new site, and twenty cents per square foot, more than on Sixth avenue.

### OPPOSE UNIVERSAL METERING

Real Estate Men to Protest Plan of Water Supply Department.

The Department of Water and Fire Protection, in its plan of universal metering of the water supply, has met with opposition from the real estate men, who are protesting against the plan.

The Real Estate Association of New York, which has been organized to oppose the plan, has been successful in getting the plan postponed in the city council. The association has also been successful in getting the plan postponed in the city council.

### James Frank, President Real Estate Exchange of Long Island.

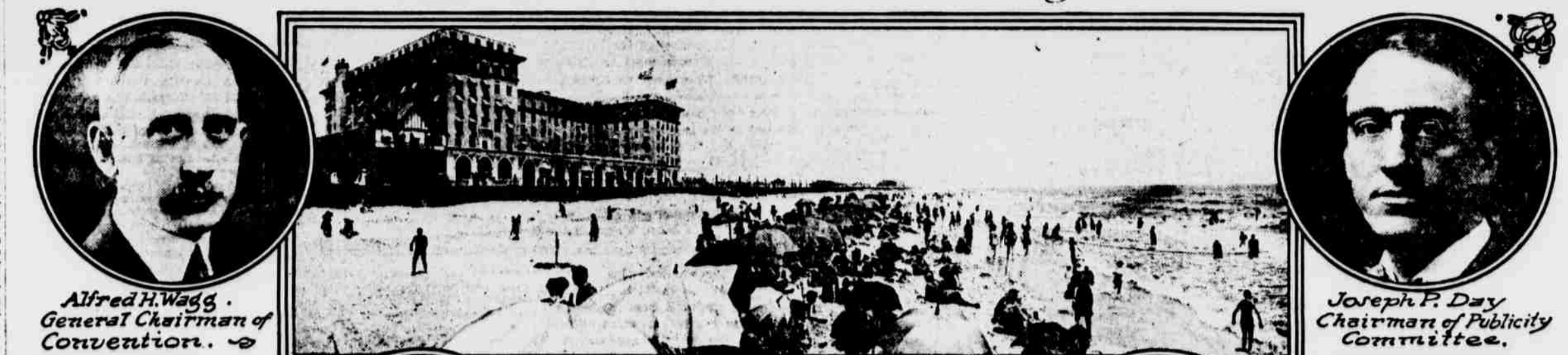
Laurence McGuire, Heading New York Realty Men at Convention.

L. D. Woodworth, President of the Real Estate Association of the State of New York.

M. Morgenthau Jr., Convention Treasurer.

Alfred H. Wagg, second vice-president of the association and chairman of its board of managers, has been selected by

## Real Estate Men From Over All New York State to Meet in Convention at Long Beach Next Month



Hotel Nassau at Long Beach Where Great Realty Convention Will Be Held.

Few commissions are likely to be earned by local real estate men on October 19, 20 and 21, for on those three days the Real Estate Association of the State of New York will hold its convention at Long Beach, and practically everybody who amounts to anything in the local real estate world will be there. It will be the greatest gathering of real estate men ever held in this State. Not only will the men be there who have led in the development and growth of New York, but those who are responsible for the real estate activity throughout the State will be in attendance to compare notes and devise means for making the real estate business better than ever.

One feature of the convention will be an attempt to have national and State candidates go on record on matters of taxation. The association is not in politics, but it does want to know the attitude of those who seek office on matters relating to the financing of the national and State governments. The committee in charge of the convention has decided that the time of the convention should be about equally di-

vided between business sessions, at which important topics will be discussed by the best authorities in the real estate profession throughout the United States, and entertainment features, consisting chiefly of tours of inspection by automobile

through Long Island and a water excursion around the harbor of New York and Staten Island. Among the features in

contemplation for the evenings during the convention are a general reception and dance, a clam bake and beach party and

a banquet on Saturday evening, at which there will be only two speakers. Alfred H. Wagg, second vice-president of the association and chairman of its board of managers, has been selected by

the executive committee to act as general chairman of the convention. Joseph P. Day has accepted the chairmanship of the publicity committee, and will be responsible for bringing the convention to the attention of the real estate men, taxpayers and business men throughout the State. The programme for the convention is in the hands of the committee headed by James Frank, president of the Real Estate Exchange of Long Island. John W. Demarest of Forest Hills has accepted the chairmanship of the banquet committee, and George S. Horton, who is secretary of the Real Estate Association of New York, will act as secretary of the convention, and M. Morgenthau, Jr., has consented to act as treasurer.

The committees and their chairmen are: Entertainment, Charles F. Rickerson; reception, Annie S. Pratt; sight-seeing, William E. G. Gaillard; Manhattan, Laurence McGuire; The Bronx, J. Clarence Davies; Brooklyn, Robert A. Wright; Queens, Louis H. May; Richmond, Cornelius Y. Kolff; Long Island, James Frank; Nassau, W. S. Pettit; Suffolk, Jeremiah Robbins; Westchester, William H. Mills; taxpayers, Henry Bllogh; exhibition, E. Tannenbaum.